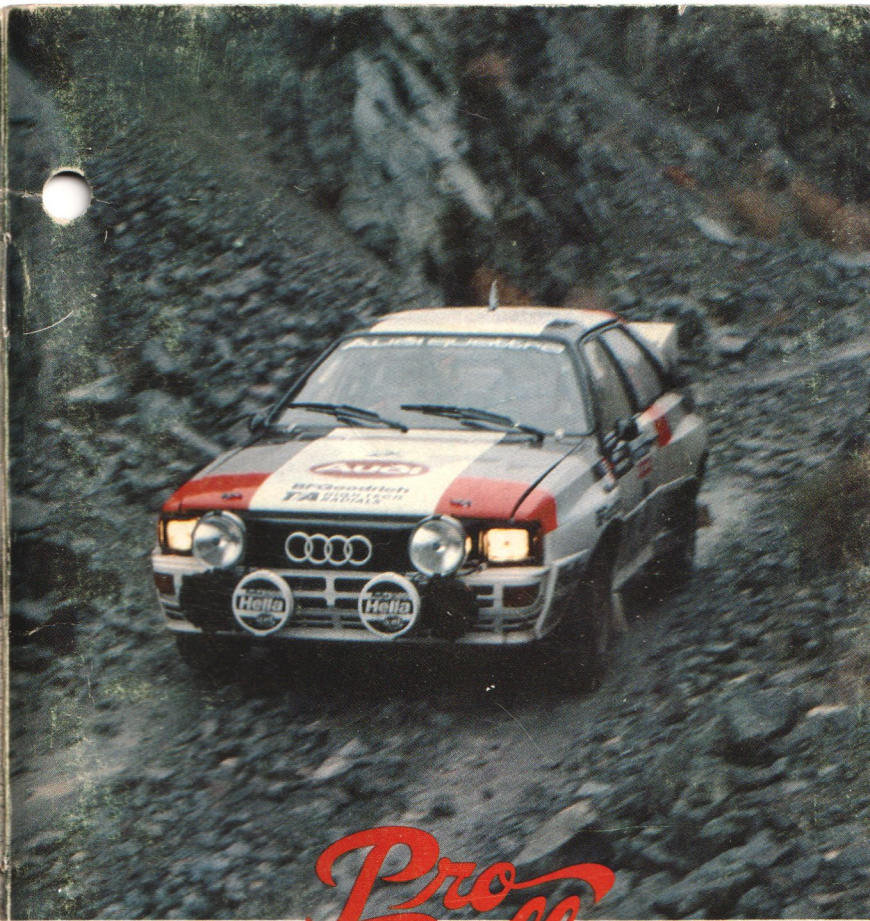

SCCA Pro Rally 1984

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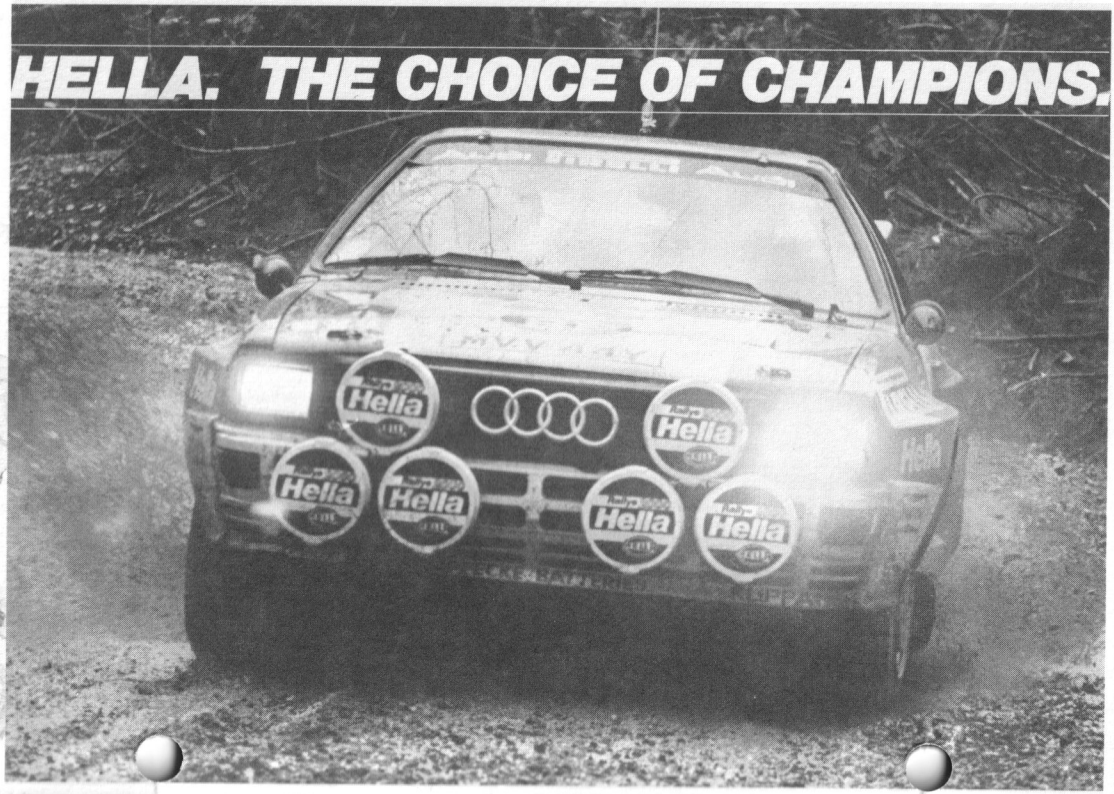
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NATIONAL PRO RALLY® RULES

1984 EDITION

Sports Car Club of America, Inc.
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

Front and back covers, showing 1983 SCCA PRO Rally Champion John Buffum's Audi Quattro in action, provided courtesy Volkswagen of America.

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FOREWORD

Effective January 1, 1984, all SCCA National PRO Rally rules are superseded by the following SCCA National PRO Rally Rules.

The SCCA reserves the right to revise these Rules, to issue supplements to them at any time, and promulgate special rules in emergency.

Questions concerning Rules clarifications should be addressed to:

PRO Rally Manager
Sports Car Club of America, Inc.
6750 South Emporia Street
P.O. Box 3278
Englewood, Colorado 80155

Portions of these Rules differing significantly from previous editions are denoted by a solid black bar in the left hand margin next to the line(s) which have been added, omitted or changed. An example of this "change bar" is at left.

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NATIONAL PRO RALLY RULES
CONTENTS

Article		Page
1	Purpose	7
2	Administration	7
3	SCCA PRO Rally Series	8
4	PRO Rally Rules and Rules for Organizers	8
5	Acceptance of Regulations and Rules	9
6	Insurance	9
7	Entry Requirements	11
8	Entry Fees	16
9	Scrutineering	16
10	Vehicle Log Book	19
11	Supplementary Regulations	20
12	The Event	20
13	Claims	31
14	Appeals	33
15	Conduct of Contestants	34
16	Annual National PRO Rally Series Championships	35
17	North American Rally Cup	37
Appendix A—Production Classes		41
Appendix I—Required Vehicle and Driving Suit Identification		49
Appendix Y—Occupant Restraint Systems		52
Appendix Z—Rollover Protection		56
SCCA PRO Rally Award Winners		62
SCCA/CASC North American Rally Cup Award Winners		65
SCCA PRO Rally Lifetime Standings		66

1984 SCCA
NATIONAL PRO RALLY RULES

1. PURPOSE

The purpose of the Sports Car Club of America, Inc. (SCCA) National PRO Rally Championship Series is to encourage participation in and support of, on a national basis, rallies offering a driving challenge. The rallies in this series will follow a format as closely as possible as those counting toward the Federation Internationale de l'Automobile (FIA) International Rally Championship for Makes. However, safety and state regulations will be of key importance in competing in, and staging of, these events.

2. ADMINISTRATION

2.1 SCCA PRO Rally Manager

A. The SCCA PRO Rally Manager shall be responsible for the development of rules and standards for the conduct of National Pro Rallies and shall establish, supervise and administer an annual program of events. The Manager shall have final authority on all events.

B. The PRO Rally Manager shall further be responsible for the regulations and rules for the conduct of Federation Internationale de l'Automobile (FIA)-listed rallies sanctioned by the SCCA.

C. The PRO Rally Manager shall have the authority to delegate powers and appoint such personnel as may be required to effect the purposes of the PRO Rally Series and to assign specific duties and powers to them. Specifically, the Manager shall annually appoint a Series Chief Steward to assist him during the conducting of PRO Rally Series' events.

D. The PRO Rally Manager will continually seek the advice of the PRO Rally Board on any proposed rule changes and, additionally, on any other changes within the PRO Rally Series which might have an impact on the efforts of the Board.

2.2 SCCA PRO Rally Board

The PRO Rally Board shall be responsible for all aspects of the SCCA PRO Rally program other than those specifically assigned to the PRO Rally Manager. Primarily, its duties will focus on the establishment and development of Divisional PRO Rally programs. To this end, Divisional PRO Rally Stewards shall be appointed by the PRO Rally Board in each SCCA Division, subject to the approval of the Director(s) of the Division, for the purpose of coordinating and administering these Divisional PRO Rally programs.

3. SCCA PRO RALLY SERIES

The SCCA National PRO Rally Championship Series will be comprised of not more than ten (10) events in any one calendar year. In order to be eligible for inclusion in the SCCA National PRO Rally Championship Series, a proposed event must meet the requirements of the SCCA PRO Rally Rules for Organizers and be sanctioned by the SCCA PRO Rally Manager.

If more than 50% of the stage miles published in an event's Route Book are cancelled, the PRO Rally Manager will determine whether or not that event will be included in the National PRO Rally Championships' points standings for the year.

4. PRO RALLY RULES AND RULES FOR ORGANIZERS

4.1 Rules

These Rules shall govern all SCCA National PRO Rallies eligible to contribute points toward the National PRO Rally Championships.

4.2 Rules for Organizers

A set of Rules for Organizers of SCCA PRO Rallies shall be available and shall be used for their organization and conduct. Organizers are responsible to the PRO Rally

Manager for adherence to the Rules for Organizers. The Rules for Organizers shall not serve as a basis for claim by contestants.

4.3 Revision of Regulations and Rules

The PRO Rally Manager reserves the right to make such changes in these Rules and appendices as may be deemed necessary or advisable.

5. ACCEPTANCE OF REGULATIONS AND RULES

5.1 By the Rally Committee

Each rally committee that undertakes to organize an SCCA National PRO Rally shall be deemed to be acquainted with these Rules and with the Rules for Organizers and shall be bound by them.

5.2 By the Competitor

Each participant in an SCCA National PRO Rally shall be deemed to be familiar with these Rules and shall be bound by them; his participation shall constitute evidence of his acceptance of this provision.

6. INSURANCE

6.1 Event Insurance Requirement

SCCA requires that all PRO Rally events sanctioned by the SCCA will be insured for coverage of event liability and participant accident in coverage and amounts in compliance with the SCCA Master Insurance Plan. Participant accident insurance will be provided by the SCCA Master Insurance Plan. Event liability insurance may be provided by the SCCA Master Insurance Plan or an equivalent policy provided that it is in compliance with the procedures described in 6.3 (Alternative Event Liability Insurance).

6.2 Coverage and Limits

SCCA requires that all events be covered by the following forms of insurance for the minimum limits shown:

A. EVENT LIABILITY (including contingent, products, and cross liability) for bodily injury and property damage: $1,000,000 per occurrence Combined Single Limit—TO BE PROVIDED BY THE SCCA MASTER INSUR-

ANCE PLAN OR AN EQUIVALENT POLICY.

B. PARTICIPANT ACCIDENT—WILL BE OBTAINED FOR THE EVENT BY THE SCCA PRO RALLY MANAGER THROUGH THE SCCA MASTER INSURANCE PLAN.

Accident Death & Dismemberment	$10,000
Blanket Medical Reimbursement	$10,000
Weekly Indemnity up to 104 weeks (excess of 7 days)	$ 75

The driver (or owner) of a car participating in an SCCA PRO Rally which is involved in an accident resulting in personal injury or vehicle or property damage must obtain an SCCA Accident Report form from the rally committee or SCCA National Office, complete and file the report within ten (10) days of the accident.

6.3 Alternative Event Liability Insurance

The organizers and/or promoters of an SCCA sanctioned PRO Rally event which is to be insured with liability coverage other than that provided by the current SCCA Master Insurance Plan shall adhere to the following:

A. A fully worded and identified LIABILITY policy (or policies) of insurance will be forwarded to members of the National Insurance Committee so that receipt of the LIABILITY policy (or policies) will occur not less than thirty (30) days prior to the scheduled commencement of the event TO BE INSURED BY SUCH LIABILITY POLICY (OR POLICIES).

B. If such fully worded and identified LIABILITY policy (or policies) is not received by the SCCA President by a date thirty (30) days prior to the scheduled commencement of the event to be insured, the President shall cause the event to be insured for liability under the current SCCA Master Insurance Plan. Certificates evidencing such LIABILITY coverage and billing for the appropriate premium charge, therefore, shall be sent to the event organizers and promoters. In the case that the premium charge is unpaid by a date fourteen (14) days prior to the scheduled commencement of the event, the President shall cause the event to be cancelled.

7. ENTRY REQUIREMENTS

7.1 Entry Blank

Application for entry in an SCCA National PRO Rally shall be made by means of the official entry form approved by the PRO Rally Manager. Forms are available from the SCCA Rally Department at the National Office. The form shall contain or be accompanied by full instructions for its submission which shall mention the date of closing of entries. An entry blank for each rally shall be sent to all PRO Rally license holders. The current mailing list is available from the SCCA Rally Department.

Submission of incorrect information on the event entry form will result in forfeiture of competitor's or entrant's rights within these rules, forfeiture of prize funds and forfeiture of championship points earned on the subject event.

7.2 Number of Contestants per Crew

Each car participating in an SCCA National PRO Rally shall have two and only two occupants. Substituting, for any reason, another person or vehicle after starting the event shall result in a score of DNF (Did Not Finish) for the car and its crew members.

7.3 Drivers' Licenses and Competitors' Licenses

All competitors must hold a valid automobile operator's license for the state in which they reside. A learner's permit shall not constitute a valid license.

All competitors in an SCCA National PRO Rally must hold one of the following licenses, which must be currently valid and available for inspection during the events:

A. FIA Driver's License
B. SCCA National PRO Rally License

For citizens of the United States, these licenses are available to SCCA members *only* through the SCCA National Office. NO LICENSES WILL BE SOLD AT SCCA NATIONAL PRO RALLY EVENTS.

All competitors applying for their initial National PRO Rally license or FIA Rally-only license will be required to

have previously either completed a Divisional PRO Rally or attended a recognized PRO Rally School.

Application forms for licenses are available from the Rally Department at the National Office. Such licenses will be issued by the National Office upon receipt of a properly completed application form and payment of appropriate fees. The licensing fee includes a copy of the National PRO Rally Rules.

7.4 Competition by Non-Members

Non-SCCA member crews may enter and participate in an SCCA National PRO Rally. Such crews may be eligible to win money and receive awards, but are ineligible for National PRO Rally Championship points.

7.5 Vehicle Registration

As evidence that the car entered is on the road legally and is either owned by the entrant or is being used by the entrant with the permission of the owner, the car registration certificate or the certificate of ownership must be available for inspection by officials before the start of the rally and at any time during its progress.

7.6 Vehicle Eligibility

A. Open Class—It is the intent of these rules that vehicles competing in the Open Class be based on production vehicles. Innovation and modifications within the rules is not discouraged. 'One-off' vehicles built from the ground up are explicitly and implicitly prohibited. Eligibility is restricted to street-licensed, close-bodied (fabric tops are discouraged), four-wheel vehicles. This includes rally cars homologated under FIA 'Appendix J' rules (i.e. former Groups 1, 2, 3, and 4 and current Groups N, A and B) plus non-homologated vehicles meeting the following requirements:

1. The vehicle must be based on a model built by a recognized manufacturer listed in the NADA Official Used Car Guide.
2. The engine is free, but must be a product-line offering by the manufacturer of the vehicle.

3. Brakes and suspension are free.
4. Fender flares and spoilers are free.
5. Exterior body pieces (i.e. all components licked by the air stream, excluding the belly pan) must be identical in appearance to the original item. This includes bumpers. Except for doors, bolt-on-body pieces may be constructed of an alternate material. The original window glazing material can only be replaced with identical material (e.g. glass can only be replaced with glass).
6. Wheel diameter and width are free but the tire must be fully covered by the body and fender flares.

In addition, non-homologated vehicles may use parts from their homologated versions if the appropriate documentation is provided by the entrant; and homologated vehicles may be modified within the above limits.

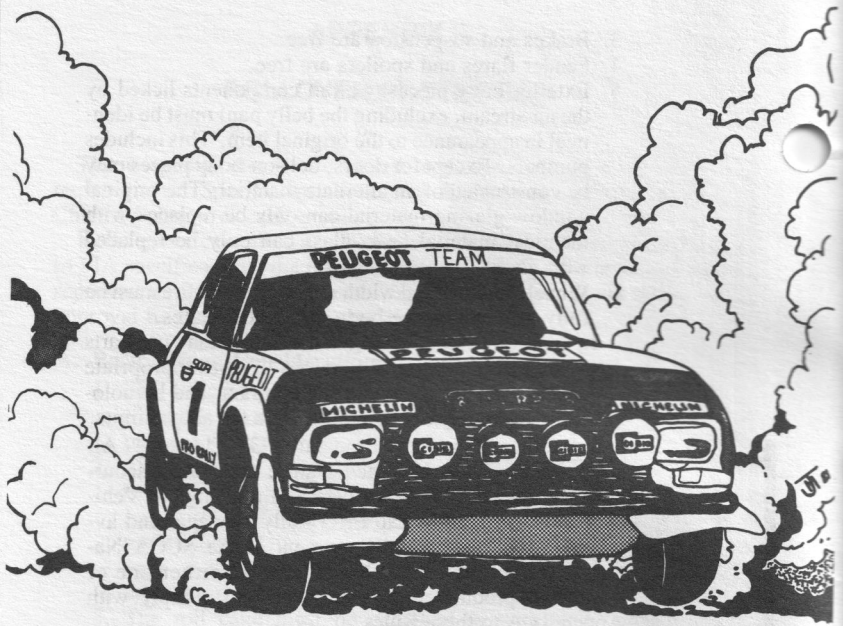
B. Standard Production and Production GT Classes — All street-licensed, close-bodied (fabric tops are discouraged), four-wheel vehicles listed on the Eligible Vehicles List compiled by the PRO Rally Manager and available from the Rally Department at the SCCA National Office. All vehicles entered in either one of these two production classes must also comply with Appendix A to these Rules.

7.7 Liability Releases

All entrants, service crew members, rally committee members, workers and all persons engaged in pre-event vehicle activities (such as Press Stages) on an SCCA National PRO Rally must sign a waiver, prior to the start of the activity or the event, in such form as may be prescribed by the PRO Rally Manager and/or the rally committee, releasing all parties designated in the waiver from any and all liability of any nature whatsoever in connection with the event.

7.8 Vehicle Identification

All competing vehicles in an SCCA International or National PRO Rally are required to carry an "SCCA" and "PRO RALLY" decal, along with their appropriate car



MANUFACTURERS OF
COMPETITION AUTOMOBILES
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number, on both sides of the vehicle. The decals and car numbers used must be those provided by SCCA (no painted facsimiles allowed) and may not be cut-out from their background. These decals and car numbers must be placed on the vehicle in either of the two manners shown in the diagrams given in Appendix I to these Rules.

All competing vehicles are also required to display one 8-inch diameter wire wheel decal in a visible location on each side on the vehicle.

All vehicles competing in the production classes on an SCCA International or National PRO Rally will be so designated by the placement of a decal containing the letter(s) "P" (in the case of Standard Production) or "GT" (in the case of Production GT) following the car's number on each side of the vehicle.

The names and blood types of both the Driver and Co-Driver of any competing vehicle must also appear on vehicle in one of the manners shown in the diagrams given in Appendix I to these Rules. At a minimum, this will include the first initial and the last name of each team member in contrasting letters at least 1½" high.

The public visibility of the sport of PRO Rallying requires that all car *numbers* be removed from any competition vehicle being driven on public roads after or between any PRO Rally event(s). Violators will be disciplined per section 15 (Conduct) of these Rules."

7.9 Commercial Advertising

All competing vehicles in an SCCA National PRO Rally may be required to carry event sponsor advertising supplied by the organizers.

Commercial advertising in good taste is allowed on any vehicle.

7.10 Refusal of Entry

SCCA reserves the right to bar any member or non-member from participating in the SCCA National PRO Rally series. A rally committee shall have the authority to accept or reject any entry. If an entry is refused, notification of such refusal shall be sent to the entrant at the address given on the entry form as soon as possible.

8. ENTRY FEES

Entry fees are to be set by the conducting Region and the fee spelled out in the event's general announcement.

9. SCRUTINEERING

Each vehicle entered in an SCCA National PRO Rally shall be required to pass a safety inspection within the 24-hour period immediately preceding the start of the event at a suitable location designated by the committee. This safety inspection must be conducted under the direction of either a currently-licensed SCCA Scrutineer or a holder of a current SCCA Scrutineering Log Book. Additionally, vehicles may be subject to further inspection at any time during the course of the event by a rally official. Vehicles found to be unsafe will be barred from further competition in the event.

Items to be checked will be spelled out in the event's Supplementary Regulations. The entrant of any vehicle initially failing to meet the requirements prescribed by the rally committee shall be given reasonable opportunity to remedy the deficiency and to resubmit the car for inspection as the committee may direct. Any obvious illegalities in vehicle preparation and/or eligibility noted during scrutineering shall be reported by the Chief Technical inspector to either the PRO Rally Manager or the Series Chief Steward who will adjudicate the situation. Vehicles found to be illegal will not be allowed to start the event.

Scrutineers shall conduct the safety inspection in accordance with the standards prescribed by the rally committee. All vehicles must be presented in a neat and clean condition with no body damage or primer apparent and with all SCCA, vehicle identification, and event sponsor advertisement (if applicable) decals in place. As a *minimum* requirement, the following vehicle equipment shall be operable and in safe condition:

A. Headlight (high and low beams), parking lights and auxiliary driving lights. The base of any auxiliary driving light may not be higher than the lowest point of the front windshield. Also, it must be possible to extinguish all forward-facing driving lights and dip to low beam all headlights by the use of a single switch.

B. Taillights and stoplights
C. Horn, windshield wipers and directional signals
D. Rear-view mirror
E. Footbrakes (to be subjected to a moving brake test) and parking brake (to be tested for holding ability)
F. Tires, including spare, to be inspected for condition of sidewalls as well as tread and for absence of metal protruding from tread. Studded tires and similar tires containing metal protruding from the tread area are prohibited on National PRO Rally events.
G. Mud flaps on all drive and rear wheels.
H. Roll cage meeting current SCCA or FIA specifications (SCCA specifications are listed in Appendix Z to these rules). Contestants wishing to build a roll cage to FIA specifications must provide evidence of compliance with those specifications at all PRO Rally safety inspections.
I. It is recommended that a noise check be conducted at each event. If the noise check is conducted, the maximum allowable level cannot be set lower than 86 dba. The noise emitted by a vehicle during stationary engine run-up to 4000 rpm, momentary hold at 4000 rpm, and closed throttle return to idle, should not exceed 86 dba at 50 feet to the left side of the vehicle. Measurements are to be determined using the "fast response" setting on a suitably calibrated sound meter.
J. Safety helmets for both driver and co-driver conforming to 1975 or later Snell standards and driving suits complete with required identification per Appendix I of these Rules. The back of each helmet must be labeled with information about its wearer: Name, Date of Birth, Blood Type, Allergies, Date of most recent Tetanus Immunization, and any other pertinent medical history (i.e. Diabetes, etc.)
K. All vehicles must be equipped with, and all competitors must use, occupant restraint systems as specified in Appendix Y of these Rules.
L. Proper fuel containers. No gasoline other than that carried in the fuel tanks shall be carried in any vehicle.

No fuel tanks, except SCCA approved fuel cells, may be fitted in, or encroach upon, the passenger compartment. If conventional fuel tanks are fitted in the luggage compartment, there must be a fireproof bulkhead separating that compartment from the driver/co-driver compartment. All fuel tanks must be securely mounted to the primary structure of the vehicle. Note: fuel cell specifications are contained in the SCCA General Competition Rules. Fuel pumps shall be isolated from the driver/co-driver by a fireproof metal bulkhead. Any nonstandard fuel line (location) not isolated from the driver/co-driver by fireproof metal shall be of metal-braided (aeroquip) construction.

M. A laminated safety glass front windshield.

N. Battery: If the battery is located in the driver/co-driver compartment or the compartment containing the fuel tank, it must be in a leakproof container or equipped with leakproof caps and enclosed in a non-conductive "marine type" box. The hot terminal must be insulated on all cars. All batteries shall be securely attached to the primary structure of the vehicle.

O. Other items necessary to insure a safe vehicle, such as properly adjusted wheel bearings, absence of fuel leaks, secureness of battery, seats and equipment in passenger compartment, etc.

In addition, each car must have aboard, in an accessible location, the following items of safety equipment:

A. First-aid kit (Johnson & Johnson Auto First Aid Kit or equivalent). It is ***recommended*** that all competitors in SCCA PRO Rallies complete a Red Cross Multi-media First Aid Course and a cardiopulmonary resuscitation course.

B. Minimum of *either* ten (10) 15-minute road flares and one (1) D.O.T. reflective triangle *or* three (3) D.O.T. reflective triangles. A requirement for D.O.T. reflective triangles ONLY as a substitute for flares may be imposed by organizers running in areas where local conditions prohibit the use of flares.

C. Dry chemical or Halon (1301 or 1211) fire extinguisher of at least 10 B:C rating or equivalent (combined total in one or more units). Dry chemical extinguishers must bear certification that they have been serviced during the six month period prior to the event.

D. Tow rope.

10. VEHICLE LOG BOOK

A standard SCCA Vehicle Log Book shall be used by all competitors at all SCCA PRO Rallies.

Only one log book will be issued for each vehicle (other than by way of extension or replacement) and the possession of two log books for one vehicle at one time shall be deemed an offense against these Rules.

The log book shall be issued by the Regional Executive or his designated representative. Each vehicle will have an identity number corresponding to that of its log book permanently stamped on its roll cage.

The first digit(s) corresponding to the Region's identity number shall be separated from the balance of the numbers by a dash(-). The vehicle number system beginning with (001) shall be issued consecutively as the vehicles are registered during a thorough inspection.

A complete description of the vehicle, its safety roll cage and the required photographs will be entered in the places provided. All changes of ownership of the vehicle must be recorded as provided.

At each event, this log book must be presented at Scrutineering with the signature of the driver/entrant for that event in the space provided. During Scrutineering all deviations regarding both safety and legality will be noted by the Scrutineer. If a waiver for the event is permitted the duration of the waiver must be noted and complied with by the competitor.

If a car is protested during an event, the results of this protest must be noted.

In the event the vehicle is involved in an accident or is damaged due to a mechanical failure, the damage shall be noted in the Vehicle Log Book by the Chief Scrutineer or other designated official.

CASC Vehicle History Log Books are to be accepted at all SCCA events.

11. SUPPLEMENTARY REGULATIONS

Each SCCA National PRO Rally shall have supplementary regulations covering areas not specified in these Rules and which may add to rules contained herein.

The supplementary regulations for an SCCA National PRO Rally shall include information not contained in these rules, such as data concerning timing and scoring, penalties, awards, etc. They shall also contain a glossary of terms used in the event. They shall also contain a complete description of safety procedures and flare usage as specified by the PRO Rally Manager. Supplementary regulations shall also describe all the requirements and limitations on service crews.

Except in cases where specific sanction "exception" has been granted by the PRO Rally Manager, supplementary regulations may not alter or contradict National PRO Rally Rules. If such contradictions occur, the National PRO Rally Rules shall take precedence over the supplementary regulations.

Supplementary regulations shall be mailed by first class mail to all entered drivers and co-drivers, a minimum of 15 days prior to the event.

12. THE EVENT

In order for an event to be eligible for National PRO Rally series sanction, it must meet the following standards:

12.1 Description

The PRO Rally Manager requires that events in the National PRO Rally Championship series follow a stage rally format. The stage format is a series of driver's sections connected by a series of low speed transit runs.

12.2 Speeds

Maximum speed assigned to any transit section will be at least 10 percent under the maximum legal limit of the state through which the rally runs.

Any stage road on which traffic will be controlled for the duration of the rally will have a zero target time assigned for scoring purposes.

12.3 Length

The minimum overall length of a National PRO Rally is 250 miles. There must be a minimum of 100 miles of stages.

12.4 Starting Order

The starting order for entrants on all National PRO Rally events must be determined by a seeded draw using the seven mandatory seen groups listed below. Competitors must enter and compete in the highest seed group for which their qualifications make them eligible. Vehicles in the Production Classes driven by Seeds FIA, 1, or 2 drivers must be included in a common draw for starting positions at the rear of Seed 2. The time, place and method of draw must be stated in the event's supplementary regulations. A listing of all competitors qualified for Seeds FIA, 1 and 2 will be provided to each organizing committee by the SCCA Rally Department at the National Office.

The mandatory seed groups and qualifications therefor are:

Seed FIA—FIA Internationally seeded drivers.

Seed 1—Based on the November 15 seeding list, 40% (rounded upwards) of the combined total of drivers qualified for Seeds 1 and 2 will be elevated to Seed 1 until the following November 15 seeding list is issued.

The seed point total of the lowest person elevated to Seed 1, based on the November 15 seeding list, will be the entry level point total for Seed 1 until the following November 15 seeding list is issued.

Seed 2—Drivers having acumulated 20 or more seeding points.

All drivers, who have at one time or another, attained FIA or Seed 1 status, shall permanently be seeded no lower than Seed 2 at any future SCCA National PRO Rally.

Seed 3—Drivers having finished two times in the top ten places on an event for which seeding points are awarded, during the 24 month period immediately preceding seeding.

Seed 4—Drivers having finished two times in the top fifteen places on an event for which seeding points are awarded, during the 24 month period immediately preceding seeding.

Seed 5—Drivers having finished an event for which seeding points are awarded.

Seed 6—All other drivers. All Seed 6 competitors must attend a mandatory Steward's Briefing prior to the start of any SCCA National PRO Rally event in which they are entered.

For Seeds 1 and 2 only, a drivers' best five finishes in the 36 month period immediately preceding seeding will be counted. There is no time limit for qualification for Seeds 5 and 6.

Drivers earn seeding points by finishing in the top ten overall positions on any FIA listed rally or on any SCCA National PRO Rally. Points for each finish position are awarded on the same basis as the SCCA National PRO Rally Championship Series. (i.e., 1st—20 points, 2nd—15 points, etc.)

U.S. Residents must be current members of SCCA to be placed in FIA, Seed 1 or Seed 2 of the Seeded Drivers List. Non-FIA seed foreign competitors must submit seeding requests and supporting information of qualifications to the event organizer to assure proper seeding. In the absence of such information, the foreign competitor will be placed in a seed group at the discretion of the event organizer and Series Chief Steward.

The list for Seeds 1 and 2 will be updated on November 15, February 15, May 15, and August 15. These revisions will apply to PRO Rallies run in the first, second, third and fourth quarters of the year, respectively. Seeding positions can be bettered, but not reduced, during the calendar year.

12.5 Route Book

A. All National PRO Rally events must use the standard Route Book format as described in the current PRO Rally Rules for Organizers:
   1. Top Information Area: Contains all information pertaining to the total length and time allowance for each transit and stage, and other information as indicated (start and finish point of transit, title of stage, etc.)
   2. Page Columns (reading from the left margin):
      Column 1—Numerical line reference number, beginning at the number "1" for each transit and each stage.
      Column 2—Overall accumulative official mileage from the start of the rally or the last point at which mileage was zeroed.
      Column 3—Interval mileage from the preceding instruction.
      Column 4—A map diagram (tulip or alpine) showing the correct route at all instructed intersections.
      Column 5—Other information as appropriate (hazard warnings, confirming signs landmarks and special instructions may be included here).
      Column 6—Decreasing remaining mileage from each instruction to the end of the transit or stage.
   3. Bottom Information Area: Gives the mileage to the next instruction on the following page.

B. Mileage to the nearest 0.01 mile shall be given at each action point (every instruction) exactly describing the route. Where appropriate, further confirming instruction shall be given at all action points. The object of the National PRO Rally Series is to offer driver challenge—course following is to be as easy as possible.

C. Course arrows, although highly recommended, are supplemental to the Route Book and shall not be the basis for a claim.

12.6 Practice and Pace Notes

Route instructions shall not be issued so far in advance as to permit any competitor to practice any part of the route except the odometer check. All competitors shall be given their instructions an equal amount of time before they are due to start the portion of the rally to which they apply.

Practicing in the area of an event shall be banned for a period of 90 days prior to each National PRO Rally. The penalty for violation of this regulation shall be a mandatory one year suspension of the competitor's FIA and/or National PRO Rally License(s).

Pace notes shall be banned on National PRO Rallies and each event shall be required to conduct at least one control to check for the presence of pace notes in competing cars. The penalty for violation of this regulation by competitors, upon finding pace notes in their car, shall be a mandatory six-month suspension of their FIA and/or National PRO Rally License(s).

12.7 Stages

The definition of a stage and its regulations are given below:

A. The stage must be identified in the route instructions, with mileage for the start and finish control.
B. Competitors shall be allowed to start the stage at the 00 hundredth mark of their Time Out Minute.
C. Competitors must start the stage on separate minutes.
D. All intersections within a stage shall be controlled by a marshall (as regards roads intended for public travel) and/or a barrier with appropriate warning signs (as regards minor off-road trails).
E. There shall be no habitation within the stage unless the occupants consent.
F. The road chosen as the stage shall be of such a nature that it is virtually impossible to sustain a speed in excess of legal maximum speed and shall be suitably marked to prevent incorrect course.
G. During stages, both driver and co-driver must properly wear the helmets and driving suits inspected at Scrutineering (Article 9.J).

H. The occupant restraint system required in Article 9.K of the Rules must be worn at all times during the event.

I. Windows in the driver and co-driver doors must be rolled-up during stages. Window safety nets may be used in lieu of having windows rolled-up during stages. (See Appendix Y, Proper Window Net Installation)

J. A *confirmed* encounter with moving non-rally traffic on a stage shall be grounds for protest or automatic action by the Series Chief Steward to delete the stage from final event scoring.

12.8 Controls

A. All Controls must be noted in the route book, except Observation Controls which must not be referenced in the route book.

B. All National PRO Rally events must use four control types as defined below:

1. Main Time Controls
   Must be used at the start and finish of the rally and at all locations where a time-of-day restart is given. There are two types:
   a. An Out Main Time Control is used to start each section. Contestants approach the control in the minute preceding their out minute and are given their timing sticker at the exact out time. The timing sticker contains an out time but no in time.
   b. An In Main Time Control is used to end each section. Contestants may arrive early and request the correct minute. The control crew will give the contestants any minute requested if that minute has not already passed. The timing sticker contains an in time, but no out time.
2. Start Controls
   Start Controls must be used at the start of each special stage. Contestants must have a proper minute to arrive at these controls from an out time given at the preceding Main Time Control, Finish Control or Route Control. Although contestants may stop within sight of these controls, they must be timed in when they cross the timing line of such a control. Such in

times will be scored to the minute; however, it is recommended that times still be given to the hundredth of a minute to aid in resolving timing disputes at the end of the event. All Start Controls must give not only an in time, but also an out time at which the contestant will be started on the stage. This out time must be two minutes after the in minute unless this would result in two or more cars being given the same out minute. In such cases, the second car would be given three minutes and so on. Provisions must be made for co-drivers to walk up to the control to get their in time when any situation occurs that blocks the control and prevents competitors from driving across the timing line.

3. Finish Controls
   Must be used at the finish of each special stage. Contestants must be timed to the hundredth of a minute as they cross the timing line and then have adequate distance to stop safely at the timing car. The control must be laid out and staffed in such a way that contestants do not have to leave their cars in order to get their timing stickers. All contestants must be given an out time from the control that is two minutes after their in minute unless this would result in two or more cars being given the same out time. In such cases, the second car would be given three minutes and so on. Cars should depart finish controls as rapidly as possible to avoid possible injury from a fast approaching car.
4. Observation Controls
   Must be used to check for contestant violations of state laws (especially speeding) in transit sections, contestant's use of "pace notes" in special stages and other violations of regulations. When used to check for speeding violations, the contestants may be timed over a known distance from the preceding control; however, the use of radar is to be preferred if available. When used to check for "pace notes," it

should be located coincident with a Start or Finish Control. In any event, some type of sticker must be given out at all Observation Controls to verify the contestants' passage.

Each event shall have at least one Observation Control for the purpose of determining if competitors' cars are adhering to state motor vehicle codes. At least one additional Observation Control must be provided to check for the presence of pace notes in competing cars. Competing cars determined to have violated these Rules shall be disqualified.

C. Route Controls are optional for National PRO Rally events, but may be used without a sanction exception being required. This type of control is located within a transit section and effectively divides the transit section into two parts. Its purpose is to control service time and contestant speeding in transit sections containing a service area. Route Controls should time all contestants in to the hundredth of a minute (although only the minute will be scored) and assign out times that will normally be two minutes after the in minute.

D. All events in the National PRO Rally Series will use the following control signs, located as described below:

No. 1 At start controls: Placed some distance before the "clock" location. Signifies the start of the control zone and the actual in timing line.

At main time controls—in: Placed some distance before the control vehicle location. Signifies the start of the control zone.

At observation controls: Placed some distance before the control vehicle. Signifies the start of the control zone and the actual in timing line if an observation control timing system is in use.

No. 2 At all controls: Placed at the location where timing entries will be issued, usually the site of the control vehicle.

No. 3 At start controls only: Placed at the exact starting line for the stage.

No. 4 At finish controls only: Placed at the exact flying finish line for the stage.

No. 5 At finish controls: Placed some distance after the clock location, to signify the end of the control zone.
Use of this same sign to define the end of the control zone, is optional at main time and observation control sites.

E. No other types of controls may be used.
F. Each control shall be equipped with at least two accurate time pieces.

12.9 Penalties

The following penalties will apply on all SCCA National PRO Rallies:

A. 1 point for each .01 minute taken to traverse a stage
B. 100 points for each minute early or late at a Start, Route or Main Time Control
C. 200 points for starting a stage before the starter has given the signal to "GO"
D. additional points for infractions as specified in the Event Supplementary Regulations
E. Contestants missing any scored control on the event shall be considered as non-finishers (DNF).

To qualify as a finisher, contestant must check into every control in the event, in the order listed in the event's.

Route Book, and within the Maximum Permitted Early and Lateness allowances specified in the event's Supplementary Regulations.

The event organizer has the right to correct whole-minute timing errors.

All official timing and penalties shall be recorded in Minutes and Hundredths. Scores shall be displayed in Minutes (e.g., 5.24 Minutes) and total scores displayed in either Minutes or Hours and Minutes (e.g., 1 Hour, 24.76 Minutes).

12.10 Course Opening and Closing

Each National PRO Rally shall employ a minimum of one course opening vehicle to precede the first competitor on the route by approximately thirty minutes (or less). *NO* competition vehicle will be allowed to begin any special stage before the course opening vehicle has cleared the stage and declared it open for competition.

Every PRO Rally Series Event shall also utilize at least one sweep vehicle for the purpose of control closing. Another vehicle(s) must be assigned to aid competitors.

12.11 Force Majeure

While event organizers have an obligation, as far as is reasonable, to ensure every competitor shall encounter equal course conditions and equal likelihood of hazard, incidents often occur which are beyond the organizer's control. When a competitor encounters such a hazard and receives additional penalty time, it is bad luck. The obstruction is "Force Majeure".

Such unexpected obstructions are generally the result of three conditions: 1) Conditions of Force Majeure, 2) Conditions created by competitor error, 3) Conditions created by organizer error.

Claims arising from conditions created by (3) organizer error, may be allowed and may be subject to unilateral action by the organizer. Claims arising from conditions of (1) Force Majeure or (2) Competitor error, are not to be

allowed and are not subject to unilateral action by the organizer.

This Article is intended as a general guideline and does not deny the competitor's right to submit claims per the PRO Rally Rules, or deny the organizer's right to extend the event's Maximum Permitted Lateness in an effort to ensure a qualified finishing field.

12.12 Vehicle Impound

The first place finishing vehicle in each of the two production classes, and other vehicles selected by the Series Chief Steward, will be impounded for inspection at the conclusion of the event. Competitors will be disqualified if:

A. they fail to follow the impound instructions of the Series Chief Steward

or

B. the vehicle is found to be illegal.

The competitor shall be responsible for performing the disassembly, reassembly and resulting expense for any inspection to confirm vehicle legality, ordered by the Series Chief Steward.

12.13 Prize Fund and Awards

The *minimum* event prize fund which must be paid to competitors at each event shall be $5,000.00, exclusive of manufacturer contingency monies. The total event prize fund shall be distributed on the basis of the following formula:

30%—paid on the basis of overall finish position
20%—paid on the basis of finish position in Open Class
20%—paid on the basis of finish position in Standard Production Class
20%—paid on the basis of finish position in Production GT Class
10%—paid on any basis selected by the event organizers

Awards (trophies, plaques, etc.) must be given to at least the top five places or 10% of the starting field,

whichever is greater. Separate awards shall be given to at least the top two places, or 10% of the starting field, whichever is greater, in each production class.

12.14 Results

Official results, on the SCCA PRO Rally Results form, shall be mailed to all entrants, both driver and co-driver and the SCCA Rally Manager within 15 days of the event. These results must include a break down of leg-by-leg results in addition to totals, for all contestants, finishers and non-finishers, as well as finishing position. Results must also include a designation between Open, Standard Production and Production GT vehicles for finishers and non-finishers.

Complete provisional control-by-control scores shall be posted for all finishers not more than two hours after the arrival time of the last finisher at the last control. These scores must be made official within four hours after the arrival of the last finisher at the last control.

Once the results have been properly declared official they may not be changed, even if an error should later be discovered.

13. CLAIMS

The right to file a claim lies with any competitor who may consider himself agrieved by any decision, act or omission of an organizer, official, competitor, or any other person connected with the event. The Series Chief Steward may also file a "class action" claim, on behalf of the PRO Rally Manager, for any violation of the National PRO Rally Rules or the Rules for Organizers.

All claims shall be settled by a three member committee, consisting of the Series Chief Steward (or his designated authority) and two other members, selected by him. It is recommended that members of the Claims Committee be selected from the following groups, in the priority listed: PRO Rally Board Members, PRO Rally Board Advisors, Divisional Stewards, Competitors and Others. The Steward shall act as Chairman of the Claims Committee.

The Series Chief Steward shall also choose two alternates to serve on the Claims Committee. These alternates are to substitute in case of the unavailability of, or in-

volvement in a claim by, a designated Claims Committee member. In the event that the Steward files a claim, he must appoint a temporary Chairman, and excuse himself from the Committee while the claim is being resolved. The Steward, the Claims Committee members and the alternates all shall be announced prior to the start of the event.

Claims must be submitted to the Series Chief Steward on the official SCCA Claim Form and be accompanied by a $50.00 fee, in cash, per item. The fee may be returned if the claim was submitted in good faith, regardless of its disposition. All decisions of the Claims Committee shall be reduced to writing and a copy of the written answer will be given to the claimant.

A. Claims Against the Conduct of the Event:
Claims submitted for situations arising on the route or control procedures must be submitted within one hour of the contestant's in time at the final Main Time Control. Claims prompted by the posting of provisional scores shall be submitted within fifteen (15) minutes of the posting of those scores and must be based on information contained in those scores.

B. Claims Against Competitors:
Claims submitted *against the actions of another competitor* must be submitted within one hour of the contestant's in time at the final Main Time Control.
A claim *against the legality of a competition vehicle* shall be lodged no later than the close of scrutineering. The Series Chief Steward may extend this time in exceptional cases where the competitor can demonstrate that evidence pertinent to the claim was not available within the time limit.
Failure by the entrant of a claimed vehicle to allow an inspection of that vehicle shall result in immediate disqualification from the event.

C. Claims Within the Production Classes:
The claimed competitor shall be notified of the claim and be given the option to change to the Open Class before the start of the event. Any vehicle found by the

Claims Committee to be in violation of Appendix A (Production Classes) shall be disqualified. The burden of proof of violation of Appendix A will lie with the claimant. If disassembly is required to rule on a claim, the Series Chief Steward will require the claimant to post a cash bond sufficient to cover the total expense of the disassembly, inspection and reassembly.

If, upon inspection, the vehicle is found to conform to Appendix A of the National PRO Rally Rules, the claimant shall forfeit the bond which shall be used to cover the cost incurred by the entrant of the claimed vehicle.

If the vehicle is found to be in violation of Appendix A of the National PRO Rally Rules, the claimant's bond shall be returned and the entrant of the claimed vehicle will be responsible for all expenses incurred.

If a vehicle has its production class eligibility protested and then does not finish the event, the claim is moot and will be nullified.

14. APPEALS

Any organizer, official, entrant, or competitor shall have the right to appeal any decision or penalty rendered by the Claims Committee.

A written notice of intention to appeal must be given to the Series Chief Steward within thirty (30) minutes of the announcement of the decision of the Claims Committee. A written notice of appeal, signed by the appellant, specifying the grounds for appeal, and including an appeal fee of $200.00, shall be received by the SCCA PRO Rally Manager within ten (10) days after the announcement of the Claims Committee's decision. An appeal may be withdrawn without penalty only with the approval of the PRO Rally Manager.

Appeals will be heard by a Court of Appeals appointed by the PRO Rally Manager. The Manager will chair the Court and will select two other members to consider the merits of the appeal. The Court of ppeals will render a final decision within ten (10) days of the receipt of the written appeal.

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1983 SCCA Pro Rally Overall Champio
Overall winner in following rallies:

100 Acre Wood Pro Rally
Budweiser Forest Pro Rally
Carson City Pro Rally
Manistee Trails Pro Rally
Michigan International Pro Rally
Nor' Wester Pro Rally
Susquehannock Trail Pro Rally

BF GOODRICH T/A® HIGH TE
RADIALS

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on T/A® High Tech®

T/A® HIGH TECH® RADIALS

WE MAKE CAR

and crew won't be
res this year:

Audi Quattro
on T/A® High Tech® Radials

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WE MAKE CARS PERFORM

Appeals that are upheld may alter the official results of an event but will *NOT* affect the disposition of cash awards and trophies already presented by the event's organizers.

Decisions made by the Court of Appeals shall be in writing and shall specify the disposition of the appeal fee which may be forfeited if the Court of Appeals does not find for the appellant.

15. CONDUCT OF CONTESTANTS

15.1 Required Conduct

Every contestant shall conduct himself in a gentlemanly and sportsmanlike manner at all times during an SCCA National PRO Rally in his dealings with the public, with other contestants and with members of the rally committee.

15.2 Charges

Any contestant charged with an offense under this Article shall be fully appraised of the charges and afforded an opportunity to answer them in writing to the PRO Rally Manager.

15.3 Discipline

Any contestant so charged who in the PRO Rally Manager's judgment is guilty of ungentlemanly or unsportsmanlike conduct or other reprehensible behavior shall be disciplined by the Manager. Descipline shall take such of the following forms as the Manager may deem to be commensurate with the nature and gravity of the offense:

A. A private letter of warning shall be written by the PRO Rally Manager to the offending contestant setting forth his breach or breaches of conduct and cautioning him that any further act detrimental to the best interests of the sport will result in sterner disciplinary action; or

B. A letter of censure shall be issued, with or without notice to the SCCA membership, setting forth his breach or breaches of conduct and censuring him for conduct detrimental to the best interests of the sport. Any further offense of the same or a similar nature shall automatically result in his disqualification from further participation in SCCA PRO Rallies for a period of one year from the date of the latest offense and in forfeiture of his standing in the championship competition for that year; or

C. Suspension from the SCCA PRO Rally program up to a period of one year from the date of the offense; or

D. The PRO Rally Manager shall recommend to the Board of Directors that the offender be dropped from membership in SCCA for gross misconduct detrimental to the interests of the Club.

16. ANNUAL NATIONAL PRO RALLY SERIES CHAMPIONSHIPS

16.1 Driver and Co-Driver

Each year the SCCA shall recognize overall National PRO Rally Series Championships in two categories which shall be known as Driver and Co-Driver. In addition, competitors in the Production Classes shall also be eligible for separate Championships for Drivers and Co-Drivers. The National PRO Rally Series Championships shall be determined on the basis of points earned in the best seven (7) sanctioned events competitors enter and are classified as starters.

In case of ties in final point standings, they will be resolved according to each competitor's record of first-place finishes, then if necessary, the number of second-place finishes, then

if necessary, the number of third-place finishes, and so on, down to 10th position. All events entered will be considered for tie breakers.

Points shall be awarded to both Driver and Co-Driver of each starting vehicle based on the vehicle's overall finishing position as follows:

First	20 points
Second	15 points
Third	12 points
Fourth	10 points
Fifth	8 points
Sixth	6 points
Seventh	4 points
Eighth	3 points
Ninth	2 points
Tenth	1 point

Competitors in the production classes will also receive points earned for separate championships based on their finishing position within class. The same points system will be used to calculate standings in these championships: i.e., 1st Standard production receives 20 points; 2nd Standard Production, 15 points, etc.—1st Production GT receives 20 points; 2nd Production GT, 15 points; etc.

Points earned in one category or class are not transferable to any other category or class. Contestants who are not regular or spouse members of the SCCA or who do not finish the event will be awarded no points. The PRO Rally Manager shall annually determine the number of national awards to be presented to the National PRO Rally competitors in each category and class and the place and time of the annual awards ceremony.

16.2 Manufacturer

There shall be competitions for all automobile manufactures, domestic and foreign, in National PRO Rallies for Overall, Standard Production and Production GT classifications. The winners shall be the marques compiling the highest total points. National PRO Rally Manufacturer points shall be scored 20 15, 12, 10, 8, 6 in overall and

production classes except that only the best-placed car of each marque shall receive points.

Manufacturer's Championships shall be determined on the basis of points earned on all SCCA National PRO Rallies.

In case of ties in final point standings, they will be resolved according to each marque's record of first-place finishes, then, if necessary, the number of second-place finishes, then, if necessary, the number of third place finishes, and so on, down through sixth place.

17. NORTH AMERICAN RALLY CUP

17.1 North American Rally Cup for Drivers and Co-Drivers

This competition is designed to stimulate international competition between Canada and the United States. Events counting for this cup are all Canadian National Rally Championship and all SCCA PRO Rally Series events. The Rally Regulations governing each Championship and Series shall apply to the respective events. Competitors shall be properly licensed and scoring is as follows:

A. The driver and co-driver shall receive equal points.

B. Competitors shall score their scores of their best four finish positions of events in their home country plus their best two finish positions in the second country between January 1 and December 31. To win the Championship, competitors must count at least one event run in the second country.

C. Cup points shall be awarded per the following schedule:

First	20 points
Second	15 points
Third	12 points
Fourth	10 points
Fifth	8 points
Sixth	6 points
Seventh	4 points
Eighth	3 points
Ninth	2 points
Tenth	1 point

D. In the case of a tie for the first position in the Driver's and Co-Driver's Cup, the total points earned shall be used to determine their position, the higher number of points earned taking the winning positions.
E. Points earned in one category, driver versus co-driver shall not be transferable to the other category.
F. Competitors shall not switch duties in the vehicle from that stated on the official entry form once the competition has begun so as to unfairly earn points in the other category.

17.2 North American Rally Cup for Manufacturers

This Cup for Manufacturers is designed to stimulate interest in and support of rallies by manufacturers.

A. If the winning make of automobile is not manufactured in North America, the Cup will be received by the appointed distributor or agent.
B. A manufacturer will receive the number of points earned by the highest overall placing automobile of that make per the schedule in 17.1.C above in all events qualifying per 17.1.
C. the vehicle need not be the same model or year to be considered the same, i.e. the Cup will determine the make of automobile winning the most points such as Ford versus Chevrolet not Ford Capri versus Ford Escort, etc.

APPENDIX A

PRODUCTION CLASSES

DEFINITION

The purpose of the production classes is to provide an opportunity for rallyists to compete in SCCA National PRO Rallies utilizing automobiles whose preparation is limited to improving their safety and reliability. There shall be no guarantee or commitment that cars selected for the production classes will be recognized beyond the current year, or that all eligible vehicles can, or will, be equally competitive.

AUTOMOBILE ELIGIBILITY

Unless otherwise stated in the PRO Rally Rules, cars selected shall be standard models as sold in the U.S. A "model" is a basic manufacturer's designation (e.g. Volkswagen Rabbit, Chevrolet Chevette, Datsun 510, etc.). A model may include more than one body style (e.g. 2-door, 4-door, etc.) unless specified in these Rules. Selected cars shall be the current model year and previous five model years. No updating or backdating of cars, models, and/or components is permitted. Additions or deletions of automobiles shall be at the discretion of the SCCA PRO Rally Manager.

Vehicles titled as "assembled" or "shopmade" are permitted; however, the competitor must declare the model year of the vehicle and said vehicle must have all the components and must meet all the Production Class Rules for that model year. The Vehicle Identification number for the vehicle must be permanently affixed to the vehicle either as a manufacturer's VIN Plate or as the assembled title number stamped in the firewall and the roll cage. Production Class eligibility lists are a separate appendix to these Rules and are available from the Rally Department, SCCA National Office.

SAFETY EQUIPMENT

All cars must be equipped with the safety equipment required for Open Class cars and must pass the same safety inspection. Roll cages must be contained entirely within the driver/passenger compartment, except for the extension of bracing used to reinforce suspension mounting points as permitted in Section 9. "Suspension". Roll cage bracing is also allowed to extend through the rear of the cab of a pickup truck.

SHOP MANUAL AND SPECIFICATION FORM

Each entrant must have an official factory shop manual for his vehicle and present same at scrutineering. The manual must also be made available in case of any inspections or claims.

Each entrant must file a completed "Production Class Specification Form" for the Model Year of the vehicle to be used in the event. Specification forms are available from the Rally Department, SCCA National Office.

The Specification Form must be filed with the PRO Rally Manager or Series Chief Steward prior to start of the event scrutineering. It will become part of the permanent file maintained by the Series Chief Steward and will be available for public inspection.

First time entrants, who have not previously filed a Production Class Specification Form, may have the option of using the information from a file copy (if available) for the Model Year of their vehicle to complete the form prior to start of scrutineering.

Failure to file a Specification Form with the PRO Rally Manager or Series Chief Steward prior to start of scrutineering will result in the competitor being moved to the Open Class for that event.

The Production Class Specification Form will be used as the source of information for vehicle inspections. In case of conflict between the Specification Form and the official factory shop manual, the official factory shop manual will take precedence.

VEHICLE PREPARATION

The only work authorized is normal maintenance or the replacement of parts damaged through wear or accident and the modifications explicitly authorized hereafter. Except for what is explicitly authorized, any part damaged through wear or accident may only be replaced by an OEM part identical to the one damaged. All original equipment must be intact, unmodified and functioning according to the manufacturer's specifications unless modifications are specifically authorized in the following paragraphs. Original equipment, as defined, is an item of standard or optional equipment tht could have been ordered with the car, installed on the factory production line, and delivered through a dealer in the United States. Dealer-installed options, except as required by factory directives, no matter how common, are not included in this definition.

AUTHORIZED MODIFICATIONS

All items which are not specifically allowed or referred to as "free" in this section must be of original manufacturer's specification. Minor changes (such as a hole in the firewall, etc.), resulting from authorized modifications, are permissable.

1. Lighting Devices

All lighting and signaling devices must comply with the legal requirements of the state or province of registration.

Freedom is granted with regard to the headlight frontal glass, the reflector and the bulbs. The mounting of not more than four additional headlights is authorized. A headlight shall be considered as any lighting device throwing a beam toward the front (dipped-beam, long-range lamp, anti-fog lamp). The fitting of reverse-lights is authorized provided they will only switch on when reverse gear is engaged.

The mounting of maneuverable search-lights is prohibited.

2. Cooling System

If, for the same model, radiators of different capacities are normally offered, they may be used. The addition of a radiator screen is authorized. The make and type of thermostat are free.

A single engine oil cooler and necessary fittings may be added.

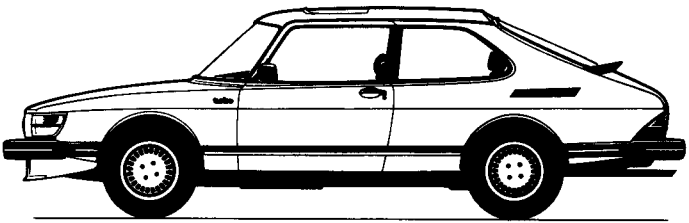
3. Induction

The carburetor(s) or fuel injection normally mounted on the recognized model may not be changed or removed. The elements which control the quantity of fuel fed into the engine may be changed, but not those which control the quantity of air. Any emission control device, external to the basic engine, may be removed or rendered inoperative. Such alterations must not allow any additional air to be inducted to the engine. (i.e., The removal of a vacuum hose from the air cleaner housing requires the capping off of the hole in the air cleaner housing). The boost is free on Turbo-equipped vehicles.

4. Exhaust

The exhaust system is free, except that the stock exhaust manifold(s) must be retained, the pipe(s) must exit behind the

A SPORTS CAR FOR GROWN-UPS.



Sooner or later, almost every car enthusiast comes up against a classic dilemma: performance or practicality?

Growing family responsibilities and tightening financial limitations force most to give up the high-performance machinery that they love. Instead, they buy plain-vanilla sedans or station wagons and daydream about how much fun driving used to be.

There's another choice. There's the Saab 900.

Its power and road manners make it one of Europe's most desirable sports sedans. Yet it can accommodate four adults very comfortably and carry their luggage in a generous, expandable cargo compartment. Saab's prices make it easy to get your family into one, too.

SAAB

The most intelligent car ever built.

driver and external to the body, and the noise level must not exceed 86 dba when measured at 50 feet to the left of the vehicle during stationary engine run-up to 4000rpm, momentary hold and closed throttle return to idle.

5. Electrical Equipment

The original battery and alternator may be replaced by another commercial automobile unit of equal or larger capacity proided the location remains unchanged. The make is free.

6. Gearbox

If, for the same model, different gearboxes are normally offered, they may be used.

7. Final Drive

If, for the same model, different final drive ratios are normally offered, they may be used. The use of limited slip differential units is prohibited in Standard Production Class vehicles unless offered by the manufacturer as original OEM equipment. Limited slip differential units are allowed for use in Production GT Class vehicles.

8. Shock Absorbers

The make and type are free. However, no addition is allowed and neither their original purpose nor their number may be modified. The original supports may be reinforced but not otherwise modified.

9. Suspension

The standard suspension components and mounting points may be reinforced. The material and dimensions of the spring are free except that it must be located in the standard position and fit the standard mounting points. The standard spring mounting points may be reinforced. The roll cage may be used to brace the vehicle's suspension.

10. Wheels and Tires

Wheels and tires are free so long as the wheels do not exceed 6'' in width or the stock width whichever is greater. They must bolt to the standard bolt pattern, and fit under the coachwork without modification. The use of adapter plates is forbidden unless they are OEM equipment. The tires must be DOT approved street tires; grooving is legal. Special purpose and racing tires

are prohibited. Mud flaps of flexible material, which do not improve the aerodynamics of the vehicle, may be added both in front of and behind the tires and must be installed for all drive and rear wheels.

11. Brakes

The replacement of worn linings is authorized and their system of attachment is free, provided the dimensions of the friction surface remain unchanged. The material of the linings is free.

Servo-assistance and pressure limiting valves are only permitted when stardard or a manufacturer's regular production option for the model. If servo-assistance is standard, the servo device may be disconnected and removed. Rerouting of brakes and fuel lines is permitted. Fuel lines which pass through the passenger compartment must be of the "Aeroquip" type.

12. Clutch and Pressure Plate with Flywheel

The material and method of attachment of the clutch linings are free. These units are free except that the flywheel must be of the same material as offered from the manufacturer and fall within the specified minimum weight.

13. Fuel Cells

Fuel cells, not to exceed the capacity of the stock fuel tank, or 15 gallons (whichever is greater), are allowed to replace stock fuel tanks. Location is free. Fitting of such cells must conform to item 9.L - Scrutineering.

14. Motor Mounts

Motor mounts are free so long as the stock location for the mounts for the engine and transmissions, and the locations of the engine and transmission unit, are not affected.

15. Supplementary Accessories

Supplementary accessories are authorized without restriction provided they have no influence whatsoever on the behavior of the car, such as those concerning the aesthetics or the inside comfort (lighting, heating, radio, etc.), or those enabling easier or safer driving of the car (speed pilot, windshield washer, etc.)

provided they do not affect, even indirectly the performance of the engine, the steering, the transmission, the road holding or handling characteristics of the vehicle.

The following is authorized:

a. Nuts and bolts may be freely exchanged and locked by any means.
b. The mounting of additional gauges, meters, etc.
c. The horn may be changed or an extra one added—at the disposal of the co-driver if wished.
d. Extra relays, switches, wiring, and fuses may be added to the electrics.
e. The original accelerator cable may be replaced by another one whether supplied or not by the manufacturer.
f. The luggage boot may be adapted for better accommodation of the equipment carried (straps for fixing of a tool box, additional spare wheel, etc.). The attachment system of the original spare wheel may be altered provided its original location is not changed.
g. Filler caps may be locked by any means.
h. The steering wheel is free.
i. The addition of protection for the engine sump, transmission, fuel tank and all fluid lines is permitted.

16. Coachwork

None of the normal elements of the coachwork (dashboard, all inside quiltings, whatever their location), and none of the accessories normally mounted by the manufacturer on the lowest priced model may be removed or replaced. However, the modifications derived from the fitting of the supplementary accessories authorized in the preceding paragraphs, such as those necessitated by the addition of a windshield washer (drilling of a hole into the hood) will be allowed.

Transparent parts must, in case of damage, be replaced by others identical in all respects to the original one.

Carpets and their associated padding may be removed.

The front seat(s) may be replaced with any suitable seat(s).

Standard seat/shoulder belts may be removed. The glove box door may be removed or replaced.

17. Consumable Items

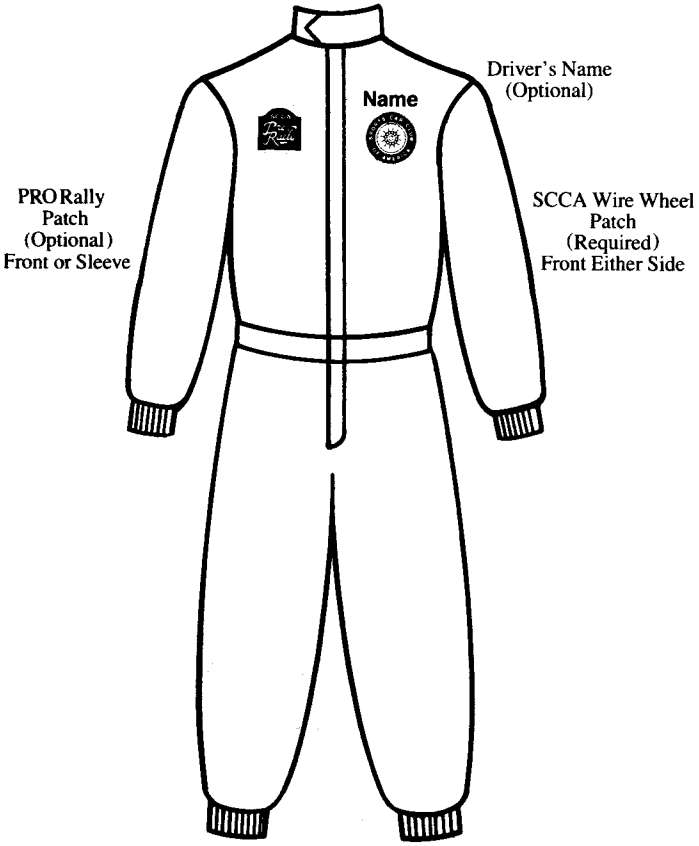
The replacement of normally consumable items (oil filters, air filters, spark plugs, fan belts, etc.) with others of equivalent OEM specifications is permitted. Spark plug heat range is free.

18. Tolerances

All adjustment-machining must be at the manufacturer's specification and/or within the manufacturer's specified tolerances. Overboring for the use of oversize pistons is prohibited.

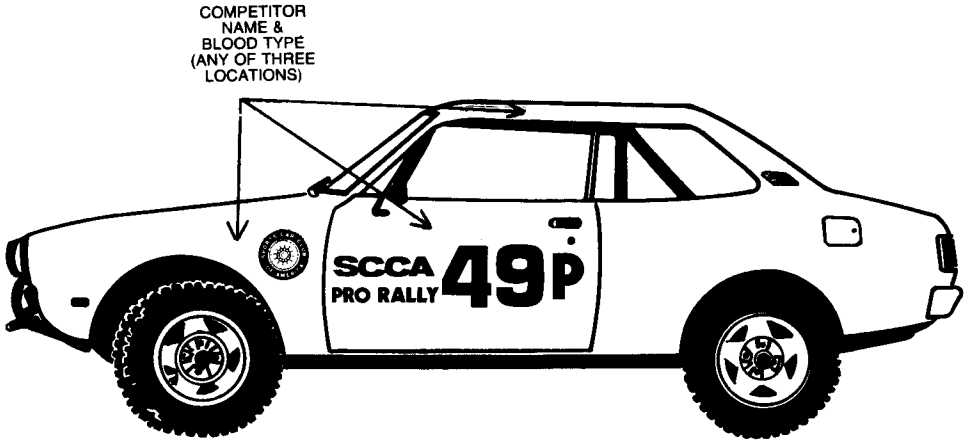
APPENDIX I

VEHICLE AND DRIVING SUIT IDENTIFICATION



PREFERRED CAR NUMBER DECAL ARRANGEMENT

8" Wire Wheel Decal may be placed in any visible location
Name and bloodtype may be placed in any of the three locations shown



ALTERNATE CAR NUMBER DECAL ARRANGEMENT

8'' Wire Wheel Decal may be placed in any visible location
Name and bloodtype may be placed in any of the three locations shown

APPENDIX Y

OCCUPANT RESTRAINT SYSTEMS

All vehicles in SCCA-sanctioned PRO Rallies must be equipped with a four-, five- or six-point restraint harness meeting the specifications below for both the driver and co-driver. These restraints must be worn at all times during the competition.

1. Six-Point System

A six-point system is recommended for use in all automobiles and is required in those automobiles in which the seating position is semi-reclining (seat back angle exceeds 35 degrees from vertical). It consists of a lap belt, a shoulder harness and two leg or anti-submarine belts. The minimum nominal width on all portions of the system is two (2) inches.

2. Five-Point System

A five-point system is permitted for use in vehicles with upright seating. It consists of a lap belt, a shoulder harness and a single anti-submarine belt. The nominal width of the lap belt is three (3) inches and two (2) inches for the remainder of the system.

3. Four-Point System

A four-point system is permitted for use in vehicles with upright seating. It consists of a lap belt and a shoulder harness. The nominal width of the lap belt is three (3) inches and two (2) inches for the shoulder harness.

4. Material

The material of all straps shall be nylon or dacron polyester in perfect condition. The buckle must be metal-to-metal quick release type.

5. Shoulder Harness

The shoulder harness shall be a two-strap over-the-shoulder type. There shall be a single release common to the lap belt and shoulder harness. Only completely separate upper shoulder straps are permitted.

The shoulder harness angle to the first structural point of support shall not be below a line drawn perpendicular to the seat back from the top of the occupant's shoulder. If the seat does not provide lateral restraint, the mounting point on the vehicle structure shall be at least 18 inches behind the seat back when measured along the belt.

6. Lap Belts

The lap belt angle shall be between vertical and 45 degrees.

7. Anti-Submarine Strap

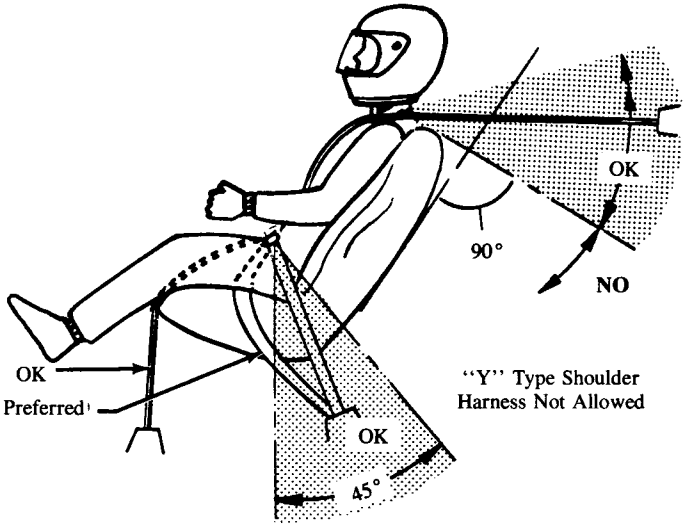
The double leg straps of the six-point system may be attached to the vehicle structure or to the lap belt so that the occupant sits on them, passing them up between his legs and attaching them with metal-to-metal connection to the single release common to the lap belt and shoulder harness. Alternately, it is permissible, but not recommended, to attach the leg straps to the floor forward of the seat cushion.

The single anti-submarine strap of the five-point system shall be attached to the floor structure of the car and have a metal-to-metal connection with the single release common to the seat belt and shoulder harness.

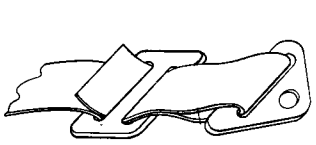
8. Mounts

All mounts must be capable of withstanding at least a 3,000-pound dynamic load without failure. In cases where reinforcing plates are used on thin sheet metal, such as the floor, they must be securely attached to the sheet metal to prevent a "can opener" type failure of the mount. Weave through (ladder type) brackets must not be subjected to a bending load. All bolts must be ⅜-inch diameter SAE Grade 5 or better.

PROPER RESTRAINT HARNESS INSTALLATION



Note: Anti submarine belts not required unless seat is reclined more than 35° from vertical



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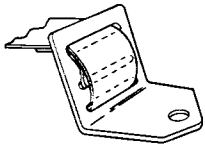

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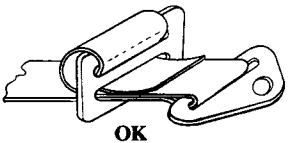
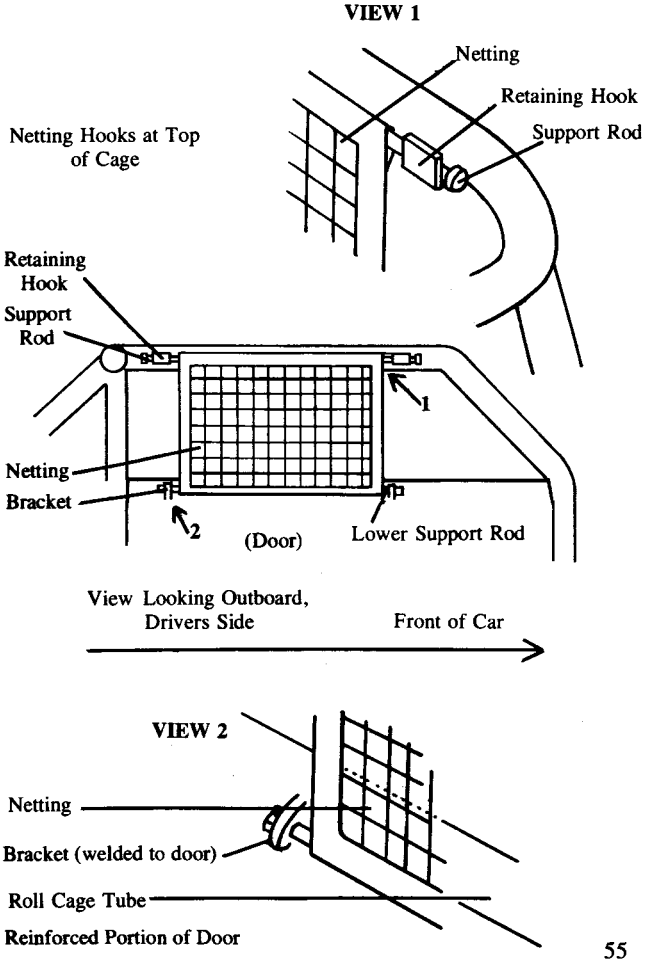


OK

OK

PROPER WINDOW NET INSTALLATION



APPENDIX Z

ROLLOVER PROTECTION

These specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

Roll cages are required in all vehicles. For roll cages not constructed to FIA specifications, the following specifications are mandatory and represent minimum requirements. Specific installations are subject to approval by the Chief Scrutineer at each event.

A. Basic Design Considerations

1. The basic purpose of the roll cage is to protect the occupants if the car turns over or is involved in a serious accident. This purpose should not be forgotten.
2. The main roll cage hoop must extend the full width of the driver/co-driver compartment and must be a minimum of two inches above the top of the occupant's helmets when sitting in the normal position, or as near the roof as practical in closed cars. It shall not be more than ten (10) inches behind the driver/co-driver.
3. The roll cage must be designed to withstand compression forces resulting from the weight of the car coming down on the roll structure, and to take fore-and-aft loads resulting from the car skidding along the ground on the roll structure.

B. Material

1. The roll cage hoop and all braces must be seamless, ERW, or DOM steel tubing. Either mild steel or chrome molybdenum alloy steel such as SAE 4125 or SAE 4130 is permitted. It is recommended that mild steel tubing be used as chromium alloys present difficulties in welding and must be normalized to relieve stress. Proof of the use of alloy steel will be the responsibility of the entrant.
2. For the purpose of determining tubing sizes, the vehicle weight is without occupants. The minimum size of the tubing shall be determined as follows:

Vehicle Rally Weight	ROLL CAGE	
	Mild Steel	Alloy Steel
Under 2500#	1.50 x .120	1.38 x .090
2500# or over	1.75 x .120	1.625 x .090

3. An inspection hole of at least ⅛-inch diameter must be provided in a non-critical area of the main hoop to facilitate verification of wall thickness.
4. Where bolts and nuts or other fasteners are used, they shall be at least ⅜-inch diameter SAE Grade 5 or equivalent quality.

C. Fabrication

1. One continuous length of tubing must be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of highest possible quality with full penetration. Arc welding, particularly heliarc, should be used wherever possible. The welds should be inspected by magnaflux or die penetrant after fabrication. Alloy steel must be normalized after welding.

D. Bracing

1. Two fore-aft braces made of tubing at least equal to that required for the main hoop are required. Diagonal lateral bracing to prevent distortion of the hoop is recommended but not required.
2. The fore-aft bracing must be attached as near as possible to the top of the hoop but not more than six (6) inches below the top of the hoop and at an included angle of at least 30 degrees.

E. Mounting

1. Roll cages and braces must be attached to the frame of the car whenever possible. Mounting plates, regardless of whether welded or bolted to the frame, must be at least 3/16 inch thick.

2. In the case of cars with unitized or frameless construction, or cars with frames where frame mounting is impractical, mounting plates must be used to secure the roll cage structure to the structure of the car. The important consideration is that the load be distributed over as large an area as possible.

   Mounting plates bolted to the structure shall not be less than 3/16 inch thick with a back-up plate of equal size and thickness on the opposite side of the panel with the plates through bolted together using at least 3 bolts.

   Mounting plates welded to the structure shall not be less than .080 inch thick. Whenever possible, the mounting plate should extend onto a vertical section of the structure, such as a door pillar.

F. Padding

Except where forward or side vision is affected, any portion of the roll structure which might be contacted by the driver/co-driver's helmet shall be covered with energy absorbing material (high density) to a minimum thickness of ½ inch. The energy absorbing material must be covered by protective wrapping. (Styrofoam and Ensolite are examples of energy absorbing padding.)

G. Removable Roll Cages and Braces

Removable roll cages and braces must be carefully designed to be at least as strong as a permanent installation. Removable connections must be a type approved by SCCA. The approved types are shown in Figures 1 thru 6. Figures 2 thru 6 are only approved for use in bracing and not for the basic frame of the roll cage.

H. Roll Cage

1. It is required that all cars utilize a roll cage type of construction. A cage not only provides improved safety but also minimizes body distortion in case of an accident.

2. The main roll hoop must be as specified in Section A2. A similar hoop must be in front, supporting the roof and front pillars with horizontal bars connecting the front hoop to the main hoop at each side of the top. Alternately, the front hoop may be constructed by using two side hoops which follow up the front

pillars to the roof and then aft to attach to the main hoop. These two side hoops are connected by a tube over the top of the windshield. Figures 7 & 8 depict these two types of construction. The material of the forward portion of the cage shall be at least 1.50 x .120 inches mild steel or 1.38 x .090 inches alloy steel.

I. Other Designs

Roll cages of alternate material or design may be accepted by the Chief Scrutineer upon presentation of certified data verifying the installation is able to withstand three simultaneously applied loads:

1.5 G Lateral
5.5 G Fore and Aft
7.5 G Vertical

The induced loads being carried over into the primary structure. The use of non-ferrous material is prohibited.

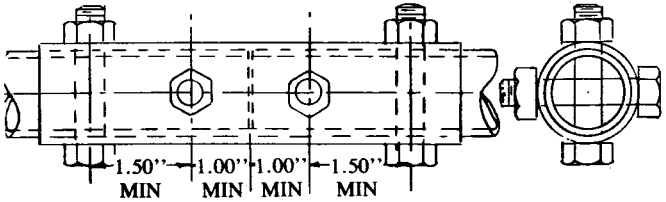


FIGURE 1

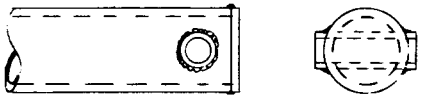


FIGURE 2

FIGURE 3

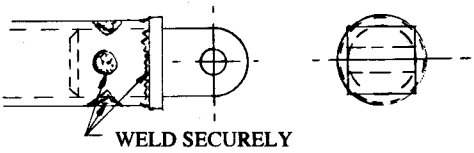


FIGURE 4

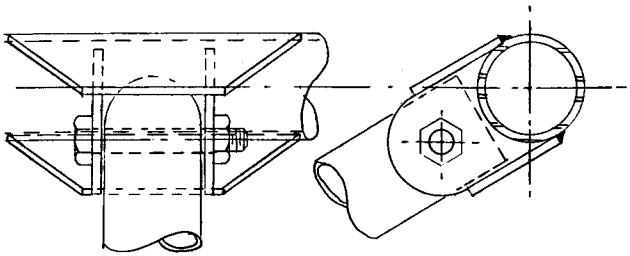


FIGURE 5

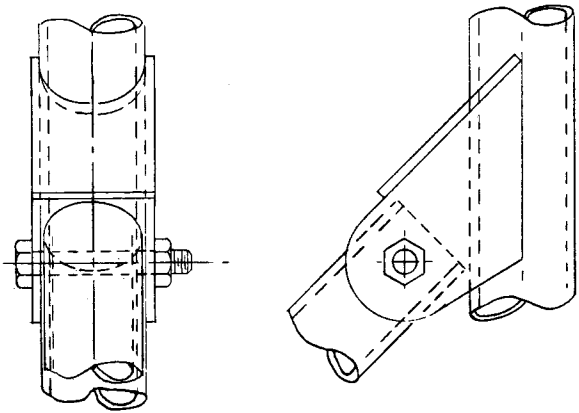


FIGURE 6

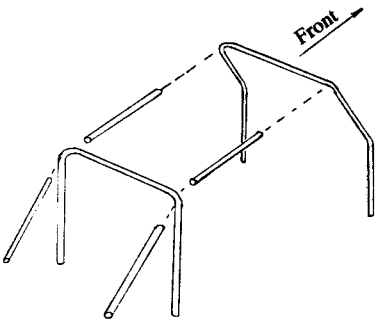


FIGURE 7

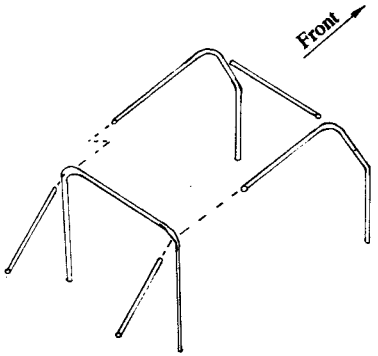


FIGURE 8

SCCA PRO RALLY AWARD WINNERS

DRIVER AND CO-DRIVER

1983 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Livonia, Michigan

1982 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Livonia, Michigan

1981 Driver—Rod Millen, Auckland, New Zealand
Co-Driver—R. Dale Kraushaar, Tigard, Oregon

1980 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1979 Driver— John Buffum, South Burlington, Vermont
Co-Driver—Mark Howard, Newport Beach, California

1978 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1977 Driver—John Buffum, South Burlington, Vermont
Co-Driver—"Vicki", Shelburne, Vermont

1976 Driver—Hendrik Blok, Los Angeles, California
Co-Driver—Erick Hauge, Sacramento, California

1975 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Vicki Dykema, Shelburne, Vermont

1974 Driver—Gene Henderson, Dearborn, Michigan
Co-Driver—Kenneth A. Pogue, Detroit, Michigan

1973 Driver—Scott D. Harvey, Rochester, Michigan
Co-Driver—Wayne J. Zitkus, Toledo, Ohio

MANUFACTURER

1983 Porsche + Audi

1982 Porsche + Audi

1981 Mazda (North America), Inc.

1980 Jaguar Rover Triumph Inc. (Triumph)

1979 Nissan Motor Corp. in U.S.A. (Datsun)

1978 Nissan Motor Corp. in U.S.A. (Datsun)

1977 Chrysler Corporation (Dodge Division)
Nissan Motor Corp. in U.S.A. (Datsun)

1976 Nissan Motor Corp. in U.S.A. (Datsun)

1975 Nissan Motor Corp. in U.S.A. (Datsun)

STANDARD PRODUCTION CLASS DRIVER (DONISON CUP) AND CO-DRIVER

1983 Driver—Steve Nowicki, New Berlin, Wisconsin
Co-Driver—Craig Marr, Oroville, California

1982 Driver—Steve Nowicki, New Berlin, Wisconsin
Co-Driver—Linda Liversidge, Jericho, Vermont

1981 Driver—Jon Davis, Houghton, Michigan
Co-Driver—Harry Ward, Toledo, Ohio

1980 Driver—Jon Davis, Houghton, Michigan
Co-Driver—Harry Ward, Toledo, Ohio

STANDARD PRODUCTION CLASS MANUFACTURER

1983 Plymouth Division, Chrysler Corporation

1982 Saab-Scania of America, Inc.

1981 Saab-Scania of America, Inc.

1980 Saab-Scania of America, Inc.

PRO RALLY OF THE YEAR

1983 Susquehannock Trail, Finger Lakes Region, Dennis Doherty, Chairman

1982 Budweiser Forest, Ohio Valley Region, Eric Jones, Chairman

1981 Press On Regardless, Detroit Region, Gary Hays, Chairman

1980 Chisum Trail, Texas Region, Tom and John Grimshaw, Co-Chairmen

1979 100 Acre Wood, St. Louis Region, Kim DeMotte, Chairman

1978 Big Bend Bash, Texas Region, Costa Dunias, Chairman

1977 La Jornada Trabajosa, California Sports Car Club Region, Wes Gaede, Chairman

1976 Allegro, Northwest Ohio Region, Wayne J. Zitkus, Chairman

ROBERT V. RIDGES MEMORIAL AWARD

Presented in recognition of dedication and sportsmanship in the sport of automobile rallying:

1982	Floyd R. Shrader, M.D.	West Memphis, Arkansas
1979	Harry M. Handley	Westport, Connecticut
1976	Clyde Durbin	Dallas, Texas
1975	Wayne J. Zitkus	Toledo, Ohio
1973	Erhard Dahm	Farmington, Michigan
	Thomas D. Grimshaw	Denton, Texas
1972	Kenneth W. Adams	Bakersfield, California
1971	Ronald W. Jones	Tucson, Arizona
1969	Victor T. Wallder	Nutley, New Jersey
1967	Frank J. Schmitz	Shawnee Mission, Kansas
1965	Sam E. Fast	Middletown, New York

SCCA/CASC NORTH AMERICAN RALLY CUP AWARD WINNERS

DRIVER AND CO-DRIVER

1983 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Livonia, Michigan

1982 Driver—Taisto Heinonen, Surrey, British Columbia
Co-Driver—Doug Shepherd, Livonia, Michigan

1981 Driver—Taisto Heinonen, Surrey, British Columbia
Co-Driver—Tom Burgess, Burnaby, British Columbia

1980 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1979 Driver—Taisto Heinonen, Langley, British Columbia
Co-Driver—Tom Burgess, Vancouver, British Columbia

1978 Driver—John Buffum, South Burlington, Vermont
Co-Driver—Doug Shepherd, Ann Arbor, Michigan

1977 Driver—John Buffum, South Burlington, Vermont
Co-Driver—"Vicki", Shelburne, Vermont

1976 Driver—John Buffum, South Burlington, Vermont
Co-Driver—John Bellefleur, Toronto, Ontario

MANUFACTURER

1983 Nissan Motor Corp. (Datsun)

1982 Nissan Motor Corp. (Datsun)

1981 Nissan Motor Corp. (Datsun)

1980 Jaguar Rover Triumph Inc. (Triumph)

1979 Nissan Motor Corp. (Datsun)

1978 Nissan Motor Corp. (Datsun)

1977 British Leyland Motors, Inc. (Triumph)

SCCA PRO RALLY LIFETIME STANDINGS

The SCCA PRO Rally Program has adopted the following National PRO Rally Lifetime Classifications. The standings, compiled by SCCA Archivist Harry M. Handley, are based on an individual's placings in the first six overall positions (worth 100, 80, 60, 50, 40, and 30 points respectively) on all 118 SCCA-sanctioned National PRO Rallies conducted in the 11 years from 1973, when the SCCA National PRO Rally Series for the United States Championship was established, through 1983. A total of 372 individuals have thus far gained life points—147 as Drivers only, 211 as Co-Drivers only, and 14 in both roles. The 77 listed below, 21% of those with any life points, have gained 66% of the "top 6" placings, 72% of the life points, and 89% of all "wins".

Figures at left of names indicate rank within function; a star ("★") indicates Annual overall Champion; figures in parentheses indicate number of 1st Overall event placings, or "wins".

GRAND MASTER (2000 or more points) [4]

Drivers [2]				**Co-Drivers** [2a3m			
1	John Buffum ★★★★★★★	(38)	4980	1	Doug Shepherd ★★★★	(26)	4000

MASTER (1000-1990 points) [13]

Drivers [7]				**Co-Drivers** [6]			
3	Hendrik Blok ★	(8)	1950	3	Ginny Reese	(2)	1530
4	Jon Woodner	(1)	1850	4	Grant Whittaker	(2)	1260
5	Scott Harvey ★	(5)	1430	5	Ken Pogue ★	(7)	1150
6	John Smiskol	(1)	1350	6	Tom Grimshaw	(3)	1060
7	Gene Henderson ★	(7)	1300	7	Erick Hauge ★	(2)	1050
8	John Woolf	(2)	1260	8	Vicki Upjohn ★★	(9)	1040
9	Eric Jones	(2)	1240				

EXPERT (500-990 points) [15]

Drivers [8]				**Co-Drivers** [7]			
10	Jim Walker	(5)	910	9	Walt Krafft	(1)	980
11	John Chalmers		900	10	Wayne Zitkus ★	(4)	900
12	Taisto Heinonen	(4)	870	11	Joe Andreini		840
13T	Guy Light	(1)	850	12	Roger Sieling	(1)	790
	Larry Schmidt		850	13	Clark Bond		610
15	Wayne Baldwin	(2)	770	14	Bill Potvin		590
16	John Rodgers	(5)	700	15	Mark Howard ★	(4)	540
17	Bob Hourihan	(1)	590				

SENIOR (250-490 points) [45]

Drivers [19]

18	Dick Turner		460
19T	Dan Goodwin	(1)	450
	Tom Toilles		450
21	Jean-Paul Perusse	(1)	420
22	Steve Nowicki		410
23T	Ralph Brooks	(1)	390
	Mark Hardymon		390
25	Bruno Kreibich		380
26	Roy Donison		370
27	Alexander Liversidge		340
28T	George Beavis		330
	Jon Davis		330
	Mike Gibeault	(1)	330
31	Brian Rebney		310
32	John Crawford		280
33	Guenter Kern	(1)	270
34	Steve Roberts		260
35T	Sven Halle		250
	Gary Ruiz		250

Co-Drivers [26]

16	Damon Trimble	(2)	480
17T	Jim Brandt	(1)	470
	Tom Burgess	(2)	470
	Tom Drake		470
20	Randy Graves	(1)	440
21T	Debbie Baldwin		410
	Rod Sorenson	(2)	410
23T	Janie Rodgers	(2)	380
	Steve Ruiz		380
25	Carol Smiskol		370
26	Terry Palmer	(3)	360
27	Ron Richardson	(1)	350
28T	Craig Marr		330
	Harry Ward		330
30T	Erik Brooks	(3)	300
	Mike Chern	(1)	300
	Linda Wilcox		300
33T	Dan Johnston	(2)	280
	Jean Rizor		280
35T	Lynnette Allison	(1)	270
	Dick Messal	(1)	270
37T	Jerry Hinkle		260
	Joe LeBeau	(1)	260
	Dave Weiman	(1)	260
40T	Brian Berg		250
	Larry Dea		250

National PRO Rally Rules	$ 5.00
SCCA Binder-Cover	$ 2.25
PRO Rally Rules for Organizers Packet	$15.00
SCCA PRO Rally Decal	$ 2.00
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(Non-SCCA members: Add $1.00 to above prices.)
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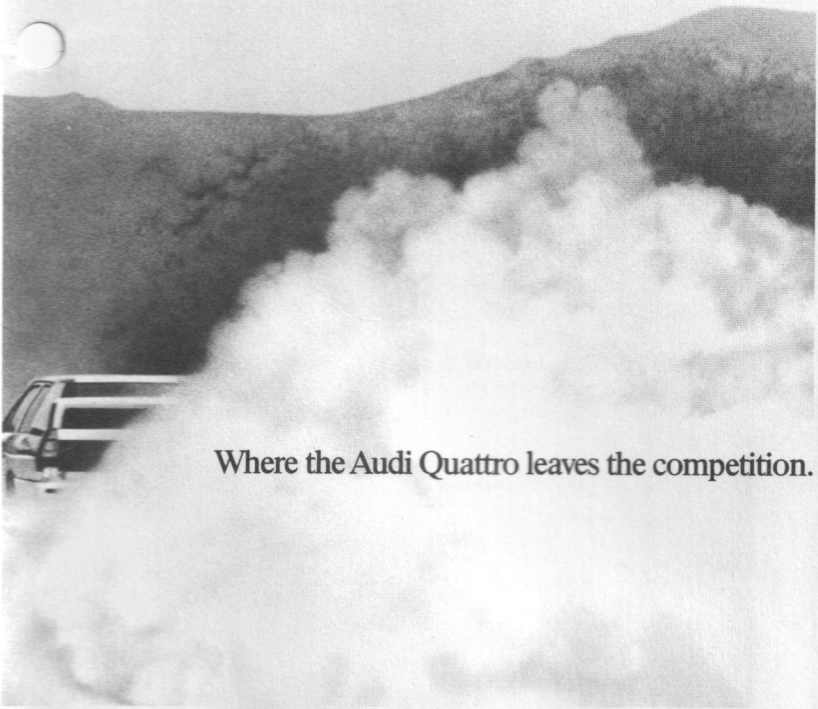

Where the Audi Quattro leaves the competition.

The Audi Quattro sports coupe and rally driver John Buffum have done it again.

They've won the prestigious Sports Car Club of America U.S. Pro Rally Championship for the second year in a row.

That kind of success takes a great driver like John Buffum. And Germany's most advanced automotive technology. Like an intercooled turbocharged five-cylinder engine. And something no other automaker offers. Audi's remarkable permanent all-wheel drive.

With engineering like that, it's no wonder the Audi Quattro leaves the competition in the dust.

PORSCHE + AUDI Audi: the art of engineering.

Audi quattro
SCCA
2
BFGoodrich
PRO RALLY
ESCORT
SPORTS CAR CLUB OF AMERICA
SCCA
Sports Car Club of America